



GOVERNOR'S OFFICE OF EMERGENCY SERVICES

Disaster Assistance Program Branch
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December 12, 2005

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

DEC 14 2005

Re: Comments on Notice of Preparation (SCH 2005112051)

Dear Mr. Leavitt:

Thank you for the opportunity to review the Notice of Preparation (NOP) for the Program Environmental Impact Report (PEIR) for the Bay Area to Central Valley High Speed Train System (HST). The Governor's Office of Emergency Services has the responsibility for coordinating and planning emergency management activities and disaster recovery operations. Therefore, OES and the California High-Speed Rail Authority (CHSRA) share similar concerns regarding safety and minimizing the possibility of emergency response due to accidents, or natural or man-made disasters. Based on information in the NOP, we recommend the following issues be evaluated during the preparation of the PEIR which will help determine the location of routes and station locations.

Flooding

The PEIR should determine if any possible routes would be located in a dam inundation area (DIA) or within an area where there would be an unacceptable flooding risk according to any standard(s) established by the Federal Rail Authority or by federal or state law, regulation or guideline. The PEIR should identify mitigation measures to minimize injuries or loss of life or damage to the train system if any of the potential routes pass through a DIA or flood prone area.

Seismic Safety

Within the possible alignment area, there are several earthquake fault systems including the Hayward, Calaveras, Greenville, and Great Valley faults. The PEIR should identify the location of these faults and determine how each fault could affect the safety and operation of the HST system. Project design features that are used to minimize any adverse impact(s) should be described in enough detail so that they can be clearly understood.

Fire Safety

Are there any potential routes that would be adversely affected due to wild land fires? Would the fire or smoke from a wild land fire affect operations and place the passengers and crew of the HST in any risk?

Land Slides

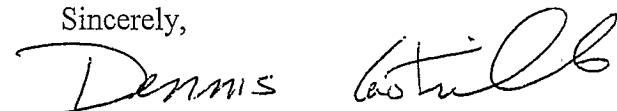
It is possible that the future alignment could pass through areas of unstable slopes subject to land slides. The PEIR should identify potential slide locations, if any, and determine if landslides could affect the safety and operation of the HST system. The presence of unstable slopes could also significantly affect future repair and maintenance costs if landslides should occur.

Emergency Response and Evacuation

The CEQA Initial Study Checklist requires agencies to determine if a project could affect an emergency response or evacuation plan (See Appendix G - VII, G - of the CEQA Initial Study Checklist). Would any of the potential routes for the HST have a positive or negative affect on the emergency response or evacuation plan of any city or county or public safety agency? The PEIR should also examine the response times of fire and police agencies serving any of the proposed stations and determine if response times provide an adequate level of protection.

Please keep me informed about your progress on the PEIR and future environmental documents for this important project. Should you have any questions please feel free to contact me at 916/845/8270 or at dennis.castrillo@oes.ca.gov.

Sincerely,


Dennis Castrillo
OES Environmental Officer